

What the committee amendment changed...put the new language into a different section of law than the way the bill was drafted, the proper section, and that was the effect of it primarily. Pat, do I have an amendment to the committee amendment?

CLERK: Yes, sir, you do.

SENATOR WARNER: The effect of the bill, as Senator Carsten has outlined, under existing law, and it is quite an old one, trucks coming into this state or vehicles, rather, having thirty gallon of gasoline or over thirty gallon were required to pay the gas fuel tax as they came into the state on any amount over that thirty gallon. Well, it is difficult to enforce if not impossible. It is a case of measuring every vehicle tank, how much fuel they have in them, and the feeling is that a lot of vehicles come in and just plain do not pay the appropriate fees that ought to be done and we have been looking for an improved way to take care of these. Now you should understand that virtually the largest number of vehicles, trucks, that are under a reporting system under a different section of law, under a reporting system, they report the number of miles that they traveled in Nebraska and pay the appropriate tax related to the use of gasoline to drive those number of miles irregardless of where the fuel is purchased. This only applies to the occasional vehicle that would...occasional truck that comes into the state. Under the proposed legislation it would set up a permit system in lieu of this thirty gallon provision that we used to have and under the permit system the vehicle would be limited to three trips per month that they could come into this state. They would pay a ten dollar fee for that permit. It is easily enforced. Patrol or anyone else could see whether those vehicles were carrying the proper sticker for the trip. It is easy to monitor from the Department's point of view because they can keep track with pretty good accuracy as to whether or not the trucks exceed that, and if they exceed the three trips per month, they would then properly go under a reporting system. The flat fee in essence would allow them about four hundred miles on the average traveled into or out of the state total on each trip. Senator Carsten mentioned the farm trucks exemption. That applies to farm trucks coming from out of state and the reason it is in there is recognition that there are elevators where farmers in Kansas or Colorado and so forth would be delivering their grain to a local elevator maybe several times in one month and in very short distance and it would be inappropriate and an unnecessary harassment to require a fee each time they came in with those very short distances and there is a comparable